



CALL AND NOTICE

CALL AND NOTICE OF A SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Special Joint Meeting with the MTC Planning Committee

Friday, May 8, 2015, 10:00 AM, or immediately following the 9:30 AM MTC Operations Committee meeting, whichever occurs later.

Location:

Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 8th Street
Oakland, California

The ABAG Administrative Committee may act on any item on this agenda.

Agenda and attachments available at abag.ca.gov

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission website at mtc.ca.gov

For information, contact Fred Castro, Clerk of the Board, at (510) 464 7913.

1. CALL TO ORDER / CONFIRM QUORUM

2. CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of April 10, 2015

MTC Planning Committee APPROVAL

B. Approval of ABAG Administrative Committee Summary Minutes of April 10, 2015

ABAG Administrative Committee ACTION

3. VALUE PRICING PILOT (VPP) PARKING PRICING ANALYSIS PROJECT: UPDATE

ABAG Administrative Committee Information / MTC Planning Committee Information

4. INFILL AND TRANSIT-ORIENTED DEVELOPMENT FEASIBILITY

ABAG Administrative Committee Information / MTC Planning Committee Information

ABAG Administrative Committee

May 8, 2015

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5. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

Next meeting: June 12, 2015 9:30 AM

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.

Submitted:

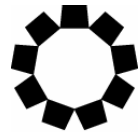
/s/ Julie Pierce
Chair, Administrative Committee

Date Submitted: May 8, 2015

Date Posted: May 8, 2015

ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

AGENDA

ADMINISTRATIVE COMMITTEE

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A. Approval of MTC Planning Committee Summary Minutes of April 10, 2015

MTC Planning Committee APPROVAL

Attachment: MTC Planning Committee Summary Minutes of April 10, 2015

B. Approval of ABAG Administrative Committee Summary Minutes of April 10, 2015

ABAG Administrative Committee ACTION

Attachment: Summary Minutes of April 10, 2015

3. VALUE PRICING PILOT (VPP) PARKING PRICING ANALYSIS PROJECT: UPDATE

ABAG Administrative Committee Information / MTC Planning Committee Information

Valerie Knepper, MTC, will present an overview of the new regional parking database, findings on key policy questions, and potential policy approaches for committee consideration.

Attachment: Value Pricing Pilot Parking Analysis Project

ABAG Administrative Committee

May 8, 2015

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4. INFILL AND TRANSIT-ORIENTED DEVELOPMENT FEASIBILITY

ABAG Administrative Committee Information / MTC Planning Committee Information

Three Bay Area housing developers serving on the Priority Development Area (PDA) Feasibility Assessment Technical Advisory Committee will provide input regarding opportunities and challenges related to providing market-rate and affordable housing in the region.

Attachment: Infill and Transit-Oriented Development Feasibility

5. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

Next meeting: June 12, 2015 9:30 AM

Submitted:

/s/ Ezra Rapport, Secretary-Treasurer

Date Submitted: May 8, 2015

Date Posted: May 8, 2015



METROPOLITAN
TRANSPORTATION
COMMISSION

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Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

MTC Planning Committee
April 10, 2015
Minutes

Attendance

Vice Chair Halsted called the MTC Planning Committee meeting to order at 9:38 a.m. Planning Committee members in attendance were: Commissioners Giacomini, Haggerty, Liccardo, Kinsey, Pierce and Committee Chair Spering. Also in attendance as ex-officio voting members were Commission Chair Cortese and Vice Chair Mackenzie. Commissioners Bates, Campos, Luce and Worth were present as ad hoc non-voting members of the Committee.

ABAG Administrative Committee members in attendance were: Cortese, Eklund, Gupta, Haggerty, Luce, Mar, Pierce, and Spering.

Note: Commissioner Bates, Cortese and Mackenzie were deputized at the start of the meeting to make a quorum of the MTC Planning Committee.

Consent Calendar

Commissioner Cortese moved approval of the Consent Calendar and Mayor Pro Temp Pierce seconded. Motion passed unanimously.

Plan Bay Area Update: Committed Projects and Funds Policy
MTC Resolution No. 4182

Adam Noelting and Bill Bacon, of MTC staff, presented, for referral to the Commission, a review and referral of the Committed Projects and Funds Policy for Plan Bay Area 2040.

Public Comment:

- Clarrissa Cabansagan of TransForm thanked staff for the improvements made to the committed projects policy. TransForm requested that all projects be subject to performance assessments.

Committee discussion:

- In response to Commissioner Cortese's question regarding the current, adopted Plan Bay Area, Mr. Noelting responded that the September 30, 2015 due date for fund project submittals included in the materials, would allow more projects to become eligible, relative to the current Plan.

Plan Bay Area Update: Committed Projects and Funds Policy MTC Resolution No. 4182 (cont'd)

Mayor Pro Temp Pierce moved to refer the Plan Bay Area Update: Committed Projects and Funds Policy MTC Resolution No. 4182 to the full Commission for approval and Commissioner Cortese seconded the motion. The motion was unanimously approved.

Plan Bay Area Forecast and Modeling Approach

Cynthia Kroll of ABAG presented background information and an overview of the development of the growth forecast of population, jobs, and housing for Plan Bay Area 2040.

Committee discussion:

- ABAG Administrative Committee member Eklund inquired as to the relationship between the Department of Finance (DOF) projects and forecast. Ms. Kroll stated ABAG has been in touch with the DOF. Committee member Eklund also questioned to what extent ABAG is going to ensure that elected officials are going to be engaged in the process. Miriam Chion, ABAG Planning and Research Director, stated that the local planning directors are being asked to present materials to local councils so local elected officials can remain engaged. Additionally, ABAG will keep bringing materials to this forum, the Regional Planning Committee and Executive Board.
- ABAG Administrative Committee member Pradeep Gupta emphasized the importance of data consistency in migratory patterns with respect to the regions outside of the Bay Area. Committee member Gupta also requested that the changing patterns of women entering the workforce be included in the labor force participation assumptions.
- Commissioner Mackenzie requested the program include a specific presentation to each of the congestion management agencies.
- Commissioner Haggerty urged the committees to ensure that the agencies work with other jurisdictions outside of the nine county Bay Area and also look at workforce migration in and out of the nine counties. He expressed concern that the settlement agreement might make this a difficult task, particularly from the Central Valley as it relates to in-commuting.

Public Comment:

- Bob Glover, Executive Officer with the Building Industry Association of the Bay Area (BIA), referenced the letter sent from BIA legal counsel regarding the concerns of the settlement agreement between ABAG, MTC and BIA. The BIA requested a response outlining how ABAG and MTC intend to comply with the settlement as it pertains to this issue.
- John Shwark of the San Francisco Bay Area Renters Federation (SFBARF) expressed concern for people who are housing challenged and are not taken into consideration in the Plan.
- Michael Ege of SFBARF commented on the exclusion of workforce housing in the Plan.

Plan Bay Area Forecast and Modeling Approach (cont'd)

Committee discussion:

- Michael Tye of SFBARF commented on the difficulty for technology sector workers to find and keep well-paying jobs in the Bay Area given the Bay Area's very high housing cost.
- In response to Bob Glover's comment, Committee member Eklund questioned if ABAG or MTC had looked at housing availability and the relationship to the cost of rent over time. Ms. Kroll assured the committees that the changes in rent are being tracked.
- Commissioner Rein Worth commented that the Bay Area is challenged with the lack of affordable housing. She also requested the information be broken down by the stages of life.
- Commissioner Campos welcomed SFBARF to the committee meeting and said he looks forward to having a good dialogue given the different perspectives on the housing issues they raise.
- Commissioner Luce stated that comments heard from the public today reflect reality and experience that the middle class is being squeezed out. He requested ABAG and MTC refocus and reexamine the model used over the years, and look at how they address the issue of housing and affordability.

OTHER BUSINESS/PUBLIC COMMENT

Ken Kirkey, MTC Planning Director, informed the committee that the Operations Committee has requested to meet prior to the Planning and ABAG Administrative Committee meeting in May. There being no other business, the meeting adjourned at 11:03 a.m. The Committee's next meeting is scheduled for Friday, May 8, 2015 at 10:00 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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SUMMARY MINUTES (DRAFT)

ABAG Administrative Committee Special Meeting
Friday, April 10, 2015
Lawrence D. Dahms Auditorium
Joseph P. Bort MetroCenter
101 8th Street, Oakland, California

1. CALL TO ORDER AND CONFIRM QUORUM

Committee Chair Julie Pierce, Councilmember, City of Clayton, called the special meeting of the Administrative Committee of the Association of Bay Area Governments to order at about 9:38 a.m.

The Committee met jointly with the Planning Committee of the Metropolitan Transportation Commission.

A quorum of the Committee was present.

Members Present

Councilmember Julie Pierce, City of Clayton
Supervisor Dave Cortese, County of Santa Clara
Mayor Pro Tem Pat Eklund, City of Novato [joined at 9:47 a.m.]
Councilmember Pradeep Gupta, City of South San Francisco
Supervisor Scott Haggerty, County of Alameda [joined meeting at 9:49 a.m.]
Supervisor Mark Luce, County of Napa
Supervisor Eric Mar, City and County of San Francisco [joined meeting at 9:58 a.m.]
Supervisor James Sperring, County of Solano [joined meeting at 9:49 a.m.]

Members Absent

Mayor Bill Harrison, City of Fremont
Supervisor Dave Pine, County of San Mateo (Alternate)
Supervisor David Rabbitt, County of Sonoma

Staff Present

Kenneth Moy, ABAG Legal Counsel
Brad Paul, ABAG Deputy Executive Director
Miriam Chion, ABAG Planning and Research Director
Cynthia Kroll, ABAG Chief Economist

MTC Planning Committee Members Present

Commissioners Giacomini, Haggerty, Liccardo, Kinsey, Pierce and Committee Chair Sperring. Also in attendance as ex-officio voting members were Commission Chair Cortese and Vice Chair Mackenzie. Commissioners Bates, Campos, Luce and Worth were present as ad hoc non-voting members of the Committee.

2. PLEDGE OF ALLEGIANCE

Chair Pierce and Vice Chair Halsted led the committees and public in the Pledge of Allegiance.

3. COMPENSATION ANNOUNCEMENT

Vice Chair Halsted made the MTC compensation announcement.

4. CONSENT CALENDAR

A. Approval of MTC Planning Committee Summary Minutes of March 13, 2015

The MTC Planning Committee approved its Consent Calendar.

The ABAG Administrative Committee next took up Item 5 and deferred action on Item 4.B. until a quorum was present.

B. Approval of ABAG Administrative Committee Summary Minutes of March 13, 2015

President Pierce recognized a motion by Pat Eklund, Mayor Pro Tem, City of Novato, which was seconded by Scott Haggerty, Supervisor, County of Alameda, to approve the ABAG Administrative Committee summary minutes of March 13, 2015.

There was no discussion.

The aye votes were: Cortese, Eklund, Gupta, Haggerty, Luce, Mar, Pierce.

The nay votes were: None

Abstentions were: None.

Absent were: Harrison, Pine (Alternate), Rabbitt, Sperring.

The motion passed.

**5. PLAN BAY AREA UPDATE: COMMITTED PROJECTS AND FUNDS POLICY
MTC RESOLUTION NO. 4182**

Adam Noelting and Bill Bacon, MTC, reported on the Plan Bay Area's Committed Projects and Funds Policy, MTC Resolution No. 4182, and requested MTC Planning Committee's review and referral of the Committed Projects and Funds Policy for the Plan Bay Area update to the Commission for approval.

In response to Commissioner Cortese's question regarding the current, adopted Plan Bay Area, Mr. Noelting responded that the September 30, 2015 due date for fund project submittals included in the materials, would allow more projects to become eligible, relative to the current Plan.

The following individual provided public comments:

Clarrissa Cabansagan, TransForm, thanked staff for the improvements made to the committed projects policy. TransForm requested that all projects be subject to performance assessments.

The MTC Planning Committee referred the Planned Bay Area Update: Committed Projects and Funds Policy, MTC Resolution No. 4182, to the Metropolitan Transportation Commission for approval.

6. PLAN BAY AREA FORECAST AND MODELING APPROACH

Miriam Chion, ABAG Planning and Research Director, introduced the presentation on forecast methodology. She stated that the California Building Industry Association legal settlement will be addressed at a future meeting.

Cynthia Kroll, ABAG Chief Economist, presented background information and an overview of the development of the growth forecast of population, jobs, and housing for the Plan Bay Area update.

Committee members and Commissioners discussed the following:

ABAG Administrative Committee member Eklund inquired as to the relationship between the Department of Finance (DOF) projects and forecast. Ms. Kroll stated ABAG has been in touch with the DOF. Committee member Eklund also questioned to what extent ABAG is going to ensure that elected officials are going to be engaged in the process. Miriam Chion, ABAG Planning and Research Director, stated that the local planning directors are being asked to present materials to local councils so local elected officials can remain engaged. Additionally, ABAG will keep bringing materials to this forum, the Regional Planning Committee and Executive Board.

ABAG Administrative Committee member Pradeep Gupta emphasized the importance of data consistency in migratory patterns with respect to the regions outside of the Bay Area. Committee member Gupta also requested that the changing patterns of women entering the workforce be included in the labor force participation assumptions.

Commissioner Mackenzie requested the program include a specific presentation to each of the congestion management agencies.

Commissioner Haggerty urged the committees to ensure that the agencies work with other jurisdictions outside of the nine county Bay Area and also look at workforce migration in and out of the nine counties. He expressed concern that the settlement agreement might make this a difficult task, particularly from the Central Valley as it relates to in-commuting.

The following individuals provided public comments:

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John Shwark, San Francisco Bay Area Renters Federation (SFBARF), expressed concern for people who are housing challenged and are not taken into consideration in the Plan.

Michael Ege, SFBARF, commented on the exclusion of workforce housing in the Plan.

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Commissioner Campos welcomed SFBARF to the committee meeting and said he looks forward to having a good dialogue given the different perspectives on the housing issues they raise.

Commissioner Luce stated that comments heard from the public today reflect reality and experience that the middle class is being squeezed out. He requested ABAG and MTC refocus and reexamine the model used over the years, and look at how they address the issue of housing and affordability.

A quorum of the ABAG Administrative Committee was present at about 9:49 a.m.

The ABAG Administrative Committee next took up Item 4.B.

7. PUBLIC COMMENT / OTHER BUSINESS / NEXT MEETING / ADJOURNMENT

The following individual provided public comments:

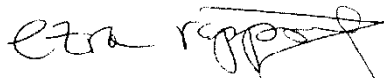
Ken Bukowski noted that staff needs to find ways to capture money for transportation.

Ken Kirkey, MTC Planning Director, informed the committee that the Operations Committee has requested to meet prior to the Planning and ABAG Administrative Committee meeting in May.

The meeting adjourned at about 11:03 a.m.

The Committee's next meeting is scheduled for Friday, May 8, 2015.

Submitted:



Ezra Rapport, Secretary-Treasurer

Date Submitted: April 20, 2015

Date Approved:

For information, contact Fred Castro, Clerk of the Board, at (510) 464 7913 or FredC@abag.ca.gov.



TO: MTC Planning Committee/ABAG Administrative Committee

DATE: May 1, 2015

FR: MTC Executive Director

RE: Value Pricing Pilot (VPP) Parking Pricing Analysis Project: Update

Background

Parking policies have a major impact on travel and land use patterns. In particular, parking policies affect vehicle miles of travel and greenhouse gases, and the cost of housing and commercial development. MTC staff have assisted many local jurisdictions in the development of parking policies to support smart growth over the last decade, providing training, tools, and customized analyses, focused on Priority Development Areas (PDAs). For an overview of work to date see http://www.mtc.ca.gov/planning/smart_growth/parking/

The Value Pricing Pilot (VPP) Parking Pricing Analysis Project is a two year regional initiative led by MTC, to support the development of local and regional parking policies and the implementation of Plan Bay Area. This project is made possible by a \$560,000 grant from the Federal Highway Administration (FHWA). A brief presentation was brought to the Planning Committee at the October 12, 2012 meeting, soon after the grant was awarded. A technical advisory committee (TAC) is assisting with development of this project, primarily comprised of dedicated staff from local jurisdictions; other partners include staff from FHWA, the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), transit agencies, congestion management agencies, the development and business communities, and other community stakeholders.

This project has two major components:

1. A new regional parking database, including supply, policies and occupancy, and related analytical tools for use by local and regional agencies, and
2. An analysis of key parking policy questions and potential regional policy recommendations, for consideration by the Commission.

Work to date and next steps are summarized below.

Regional Parking Database

Through the VPP project, analytical tools are being created to help local jurisdictions evaluate and communicate about parking conditions, and to help consider local policy changes. A regional parking database is now available that includes supply, policies and occupancy information. The database schema defines a standardized organization of local parking data across places and time. Data has been collected for approximately 40 locations (Attachment A). Local parking policies have been collected, including restrictions and prices. We have developed

tools for analysis, for example, “heat maps” can be used to illustrate parking occupancy in a location at a particular time (Attachment B). In this example we see on-street parking in a couple downtown blocks of Santa Rosa is over occupied (shown in red), while there is a great deal of capacity in a nearby parking structure (shown in green). Using a performance pricing concept, prices can be modified so that the locations with the highest demand are priced higher, and the places with the lower demand are priced lower, aiming to achieve an 85% occupancy rate per block. The database also includes extensive case studies and analytical reports on parking policies from throughout the region and beyond. We will be holding workshops to train local jurisdictions in the use of the database and the analytical tools.

Parking Policy Questions, Findings, and Potential Policy Approaches

The second major component of this project is the policy analysis, which provides analysis and recommendations regarding key issues, a central source of best practices and applications, and a forum for adding information. The key issues examined involve:

1. Supply and Demand in the Bay Area
2. Parking Requirements and Unbundling
3. Parking Structure Analysis
4. Employee Programs
5. Regional Parking Pricing Policies

Potential policies associated with these issues include (see Attachment C):


- Support for systematic parking analyses and implementation at the local and corridor level
- Reduced parking requirements and unbundling as a condition for regional funding in certain programs; support for alternative modes for qualifying developments
- Regional requirements for multi-modal and financial analyses of proposed parking structures prior to commitment of regional funding support
- Enforcement of a refined parking cash out program for major employers
- A regional parking fee with a return to source for local transportation demand management.

There is extensive information about each of these policy issues, including the approach taken to address each, relevant case studies, academic papers, new modeling results, and other analyses and findings at the new website created for this purpose: www.parkingpolicy.com.

Next Steps

MTC staff will be completing the database and web interface, responding to input from the TAC and the consultants who are currently beta testing the program. The VPP project funding for the database task will be complete in June 2015. A potential next step is the development of a Regional Parking Database that could strengthen Priority Development Area Plans and Technical Assistance; provide for environmental benefits including a reduction in Vehicle Miles Traveled; and reduced costs related to new housing and mixed-use development. Members of the TAC, including staff from local jurisdictions have expressed strong support for this work.

During the next several weeks, MTC staff and consultants will be working with the VPP TAC to develop a set of potential parking policies that can serve to advance and inform the implementation of Plan Bay Area. MTC staff will update the Planning Committee regarding recommendations for potential parking policies and other next steps in fall 2015.



Steve Heminger

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Data Collected

Legacy Data (14 Sites)

1	Los Altos Downtown
2	Berkeley - Downtown
3	Berkeley - Telegraph
4	Berkeley - Elmwood
5	Walnut Creek Downtown
6	San Carlos Downtown
7	Concord Todos Santos Plaza
8	Oakland - Montclair
9	Mountain View
10	Redwood City Downtown
11	San Leandro Downtown and BART Station Area
12	Oakland Jack London Square
13	San Mateo Downtown
14	Oakland Temescal District

VPP Data (25 Sites)

Alameda Park Street Downtown District
Pinole San Pablo Avenue
Burlingame Caltrain Station Area
Union City Downtown and BART Station Area
Sunnyvale Downtown and Caltrain Station Area
Lafayette Mt Diablo Boulevard and BART Station Area
Dublin BART Station Area and Dublin Boulevard
San Jose N Downtown
San Jose NE Downtown
San Jose S Downtown
San Jose Diridon Station Area
El Cerrito del Norte BART Station Area
El Cerrito Plaza BART Station Area
Millbrae El Camino Real and Station Area
Martinez Downtown and Amtrak Station Area
Gilroy Downtown and Station Area
Emeryville Shopping District
Fairfield Downtown and Amtrak Station Area
Hayward Downtown and BART Station Area
Santa Rosa Downtown, Railroad Square, and Surrounding Areas
Sausalito Waterfront
South San Francisco Downtown
Vallejo Downtown and Waterfront
Albany Solano Avenue
Albany San Pablo Avenue

Application – City of Santa Rosa



Issue	Key Findings	Potential Policy Implications
1. Supply & Demand in the Bay Area	<ul style="list-style-type: none"> • Supply vs. usage is being analyzed for the 25 new sites, in addition to other studies • Results vary by location, time and price • Excess supply hurts economic development • Unmanaged parking limits customer access, and causes excess VMT and GHG • Business leaders understand the value of managed parking when benefits are communicated clearly. Business benefits are realized after pricing management strategies are implemented. 	<ul style="list-style-type: none"> • Support regional parking database maintenance and outreach • Promote use of a standard methodological approach for analyses of parking conditions. Continue to fund additional studies in PDAs. • Help fund implementation analyses, focused on city policies, user information systems and payment infrastructure at local and corridor levels • Monitor results of local analysis and policy development, and share with local jurisdictions, on a regular basis
2. Parking Requirements & Unbundling	<ul style="list-style-type: none"> • Reduced or eliminated parking requirements would result in more housing and commercial development in transit priority areas (TPAs) • Developments within TPAs produce less VMT and GHG per capita than those outside TPAs. • Reductions in parking requirements would both result in reduced cost per housing unit and allow for more development of housing within the same “footprint” of land • There is an unmet demand for housing with no or low levels of parking; many cities and lenders have been reluctant to allow such housing 	<ul style="list-style-type: none"> • Incentivize car-free or low parking levels in housing in regional funding programs; programs to be identified • Require reduced parking requirements or unbundling of parking in PDAs as a condition of certain funding (e.g., OBAG) • Include unbundling and parking maximums in regional principles in Cap and Trade AHSC Program • Focus regional funding for carshare for carfree/very low parked housing in PDAs as a GHG/VMT reduction strategy
3. Parking Structure Analysis	<ul style="list-style-type: none"> • Structured parking typically costs ~\$30,000 to \$50,000 per space, but drivers are rarely asked to or are willing to pay this amount • Analyses are mixed regarding how much development is needed to fully provide the ridership of a surface lots – from 6 to 10 stories, but the models have limitations • TOD produces more off-peak trips, and more internal trips (e.g., walking to on-site retail) 	<ul style="list-style-type: none"> • Require analysis of alternative access for a site/station, pricing options, and a financial review of costs as a condition for regional funding participation for parking structures • Compare parking structures to mixed use development for impacts (ridership, local property/sales taxes, finances) prior to committing to parking structures

3. Parking Structure Analysis (cont'd)	<ul style="list-style-type: none"> • Providing access by other modes (walking, biking and local transit) can be less expensive for local trips than providing parking spaces 	<ul style="list-style-type: none"> • Assist in the funding of user information systems regarding parking availability for parking structures, (e.g., BART, Montclair Village)
4. Employee Programs	<ul style="list-style-type: none"> • Most employees currently park for free • Drive alone mode share to work is significantly decreased where employees must pay to park - one analysis found a reduction of 17%. A Bay Area survey found 77% of commuters drive alone when parking is free, whereas only 39% drive alone when they must pay for parking • The impact of paid parking on mode choice is greater than that of providing other access options, e.g., transit benefits • The current CA Parking Cash Out law is cumbersome and not widely implemented, even within the narrow definition of its application • More data on parking cash out is being collected in Bay Area CBO evaluation 	<ul style="list-style-type: none"> • Require enforcement of CA Parking Cash Out law within the Bay Area / Refine parking cash out for the Bay Area • Work with the Air District to determine the feasibility of a requirement that large employers charge employees for parking as a GHG measure (and potentially spend funds to provide transit / bicycle / carshare benefits) • Require employers to charge for parking in a renewed Bay Area Commuter Benefits Ordinance
5. Enacting Regional Parking Pricing Policies	<ul style="list-style-type: none"> • Perception of local competition and fear of market response (competition of other business/retail districts) restricts local implementation of major parking reforms, outside a few brave cities • Many people, especially the Millennials, are open to reduced parking benefits in exchange for other benefits (transit, bicycling, carshare memberships) • More people are open to parking charges if/where/when payment it is convenient (good user information, multiple payment options) and perceived to be fair or a benefit to the local area (e.g., local improvement district). 	<ul style="list-style-type: none"> • Define and assist in funding systematic parking management systems for local jurisdictions, including ongoing reviews of experience with alternative technologies • Analyze regional parking fee options to reduce VMT/GHG, for use for TDM/carsharing with return to source to participating entities (local cities/CMAs/transit agencies)

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TO: MTC Planning Committee/ABAG Administrative Committee

DATE: May 1, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: Infill and Transit-Oriented Development Feasibility

Background

In 2012, MTC and ABAG oversaw an assessment of the readiness of Priority Development Areas (PDAs) to accommodate housing projected in 2040, the horizon year of Plan Bay Area. The PDA Assessment evaluated a sample of twenty PDAs representing a variety of place types and market conditions, and focused on housing capacity, existing planning and entitlement process, the level of community support for development (as demonstrated by elected official approval of PDA-supportive land uses as well as history of neighborhood opposition), market attractiveness, infrastructure capacity, unfunded needs and financing capability.

An update to the analysis offers an opportunity to assess market conditions that have significantly changed in many PDAs since the initial Assessment was completed. The Assessment update will consider these changes and their effect on PDAs to accommodate residential growth. The update will also evaluate a larger sample of PDAs offering a more complete picture of the opportunities and challenges for future residential growth within PDAs, as well as the policy, financial and legislative changes to facilitate that growth. This process complies with the settlement agreement in the matter Building Industry Association Bay Area v. Association of Bay Area Governments, et al. (Alameda County Superior Court Case No. RG13692098).

Scope of Work & Development Challenges & Opportunities

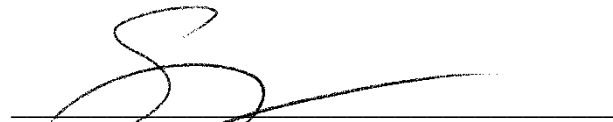
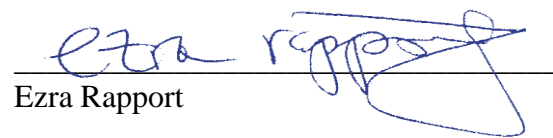
The Assessment update is being prepared in a manner comparable to the work completed in 2013. The scope of the analysis similarly includes the local planning and entitlement process; community support for development; market investment attractiveness; infrastructure capacity; and financing. An advisory committee for the project was established with the following perspectives represented - residential developers, local jurisdictions, congestion management agencies and the Building Industry Association.

At this juncture, prior to the completion of the PDA Assessment and the update of the Plan, Plan Bay Area 2040, members of the PDA Assessment Advisory Committee representing infill and transit-oriented residential developers and members of the Building Industry Association have identified key issues pertaining to the development of infill housing and

Plan Bay Area implementation that they would like to bring to the attention of the MTC Planning Committee and ABAG Administrative Committee. Issues that will be presented at the May 8, 2015 Joint Meeting of the Committees will include building type feasibility and height restrictions, affordable housing policy, and regional water permit requirements for infill development.

Next Steps

The timeline to complete the project is summer 2015. Following the completion of the Assessment Update, staff will return to these Committees in the fall to present the results of the analysis.


Steve Heminger
Ezra Rapport

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